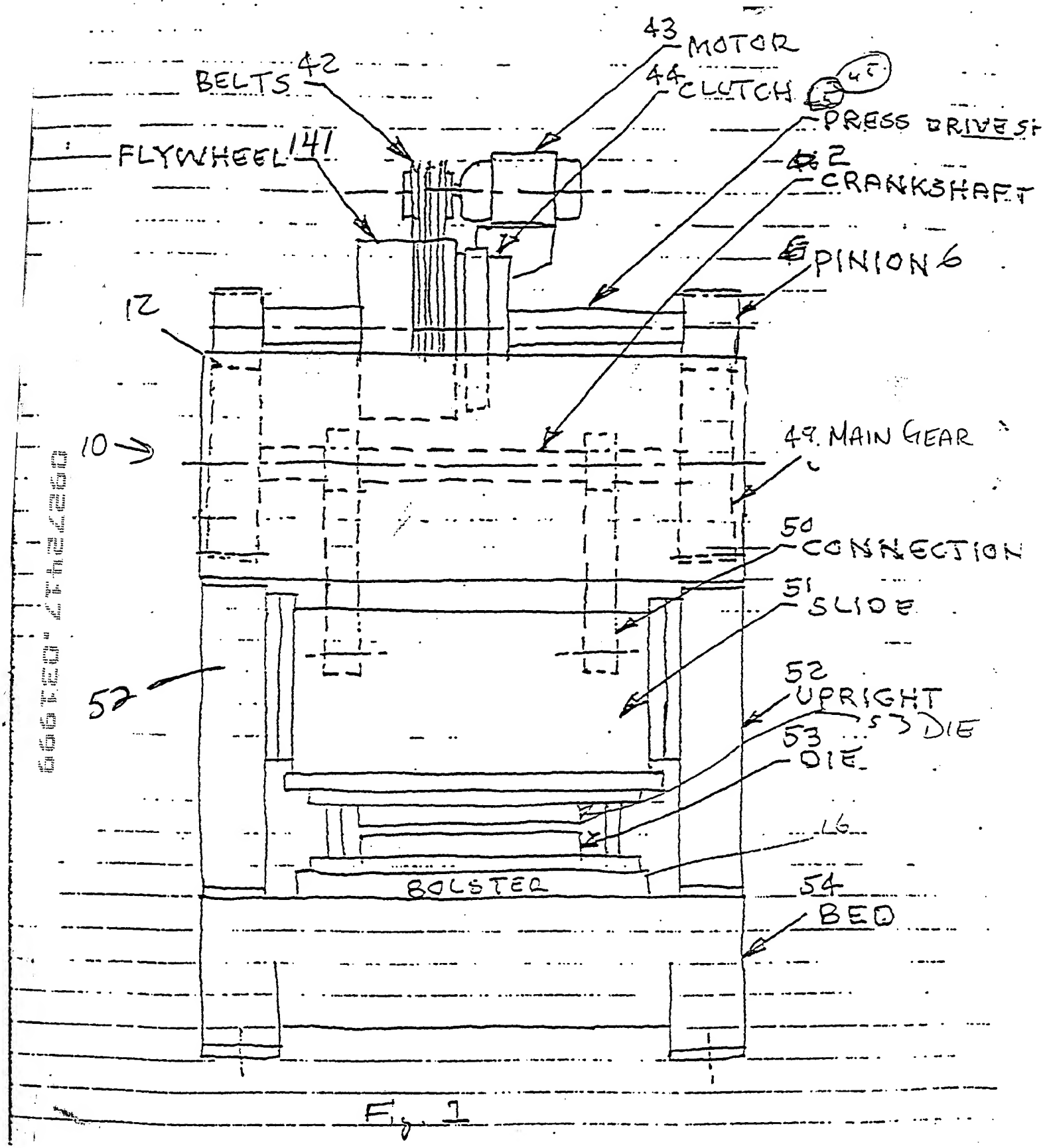
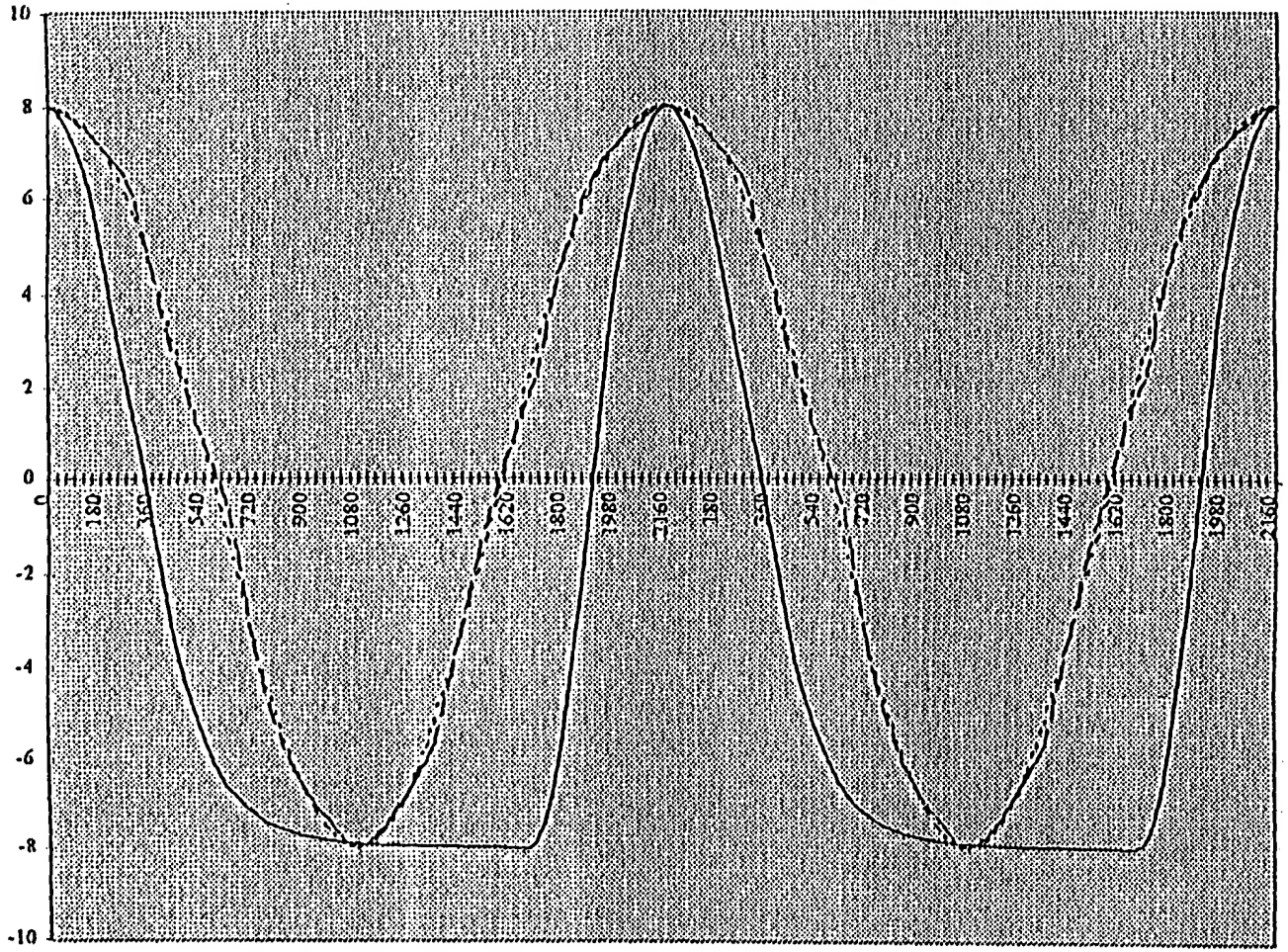

43 MOTOR
BELTS 42
44 CLUTCH
PRESS DRIVES
FLYWHEEL 141
CRANKSHAFT
PINION 6
12
10
49. MAIN GEAR
50 CONNECTION
51 SLIDE
52
52 UPRIGHT
53 DIE
53 DIE
BOLSTER
54 BED

Fig. 1


10
8
6
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2
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360
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1260
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1620
1800
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2160
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540
720
900
1080
1260
1440
1620
1800
1980
2160

Fig. 2

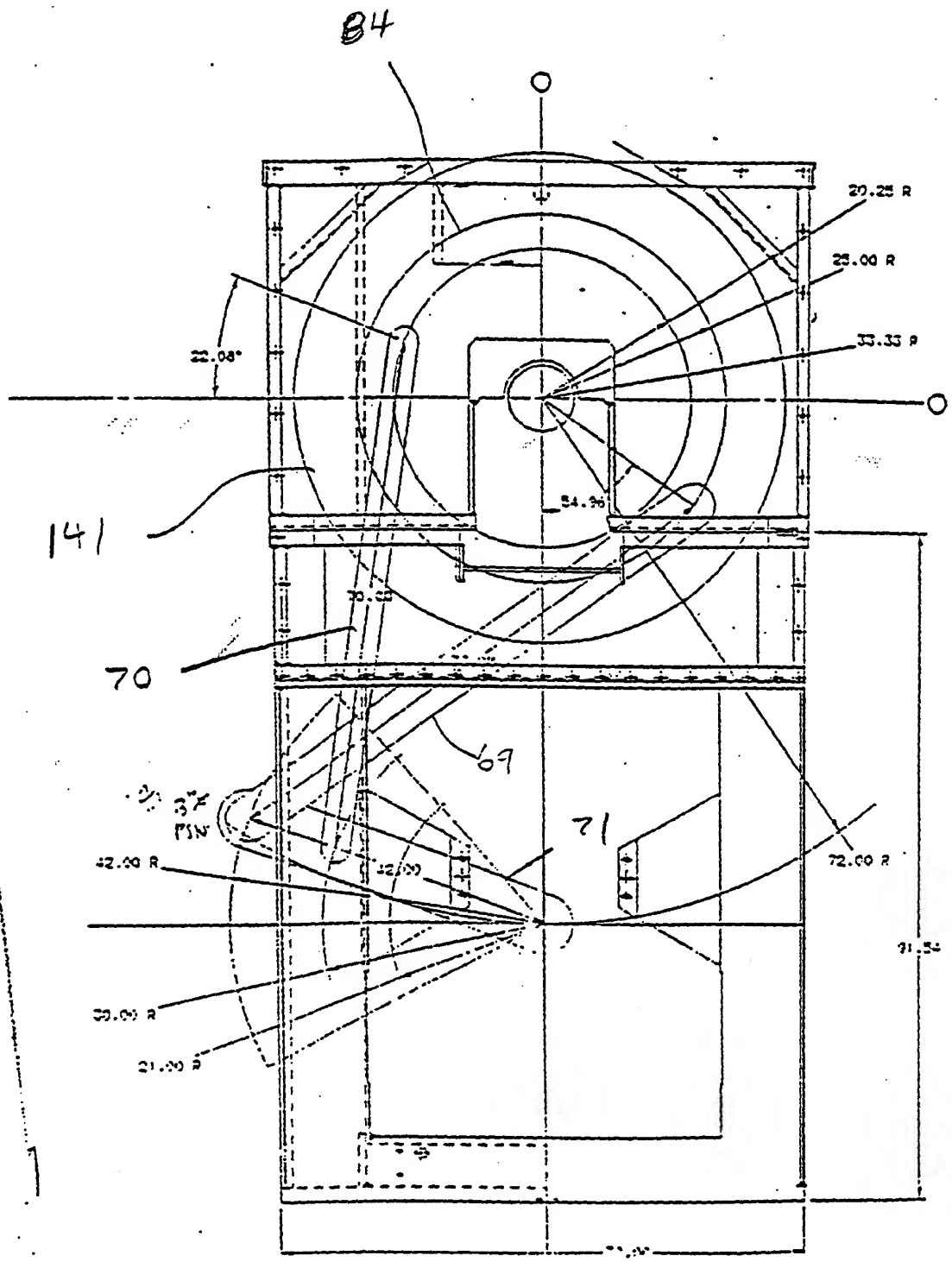
84
20.25 R
28.00 R
33.33 R
22.08°
141
54.36
70
69
3" F
PIN
71
42.00 R
42.00
72.00 R
91.54
20.00 R
21.00 R

Fig 3

06760-2TH2660

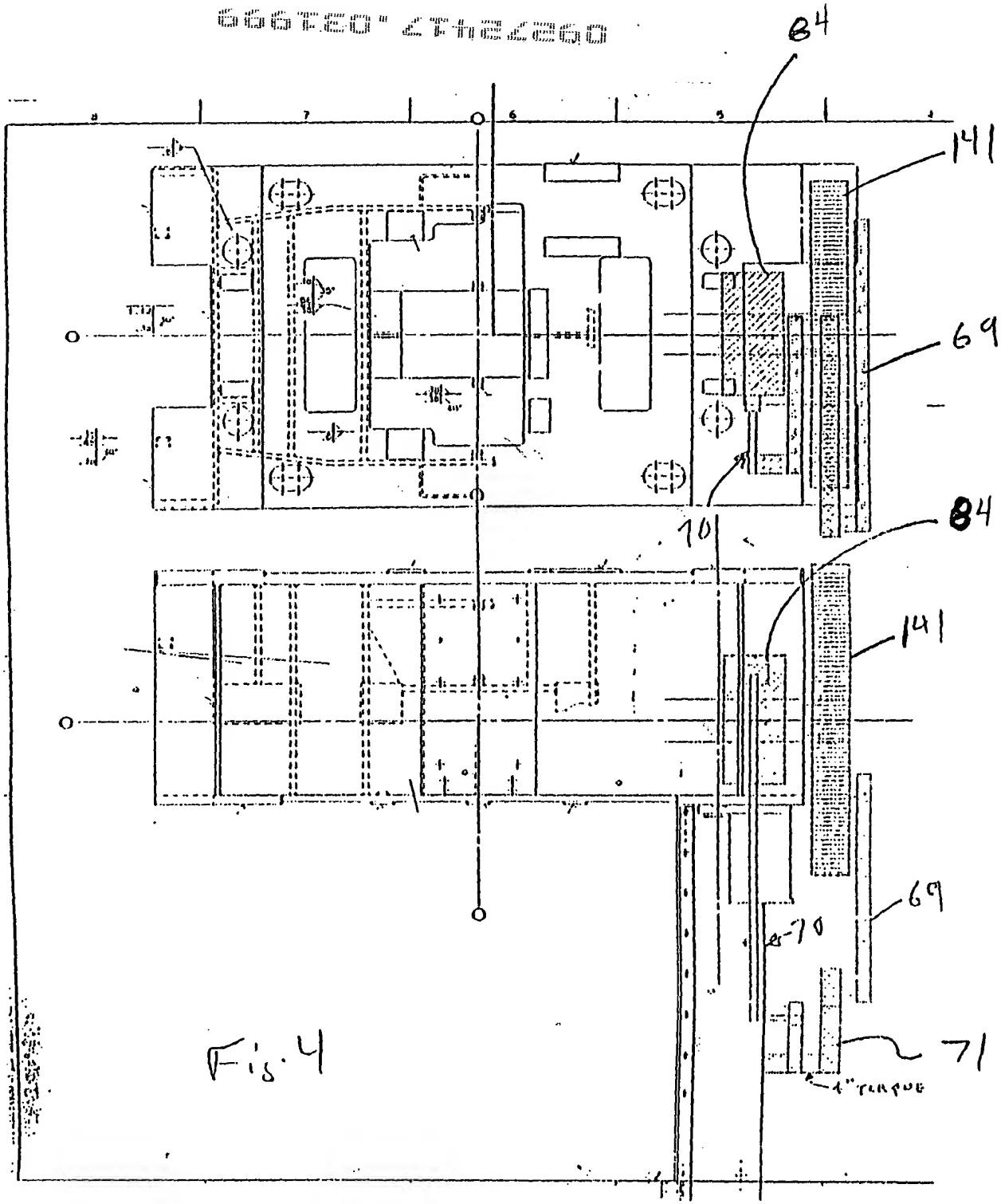

Fig. 4

Project No.

ITLE INFINITE VARIABLE [illegible] MOTION Bo. No.

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From Page No.

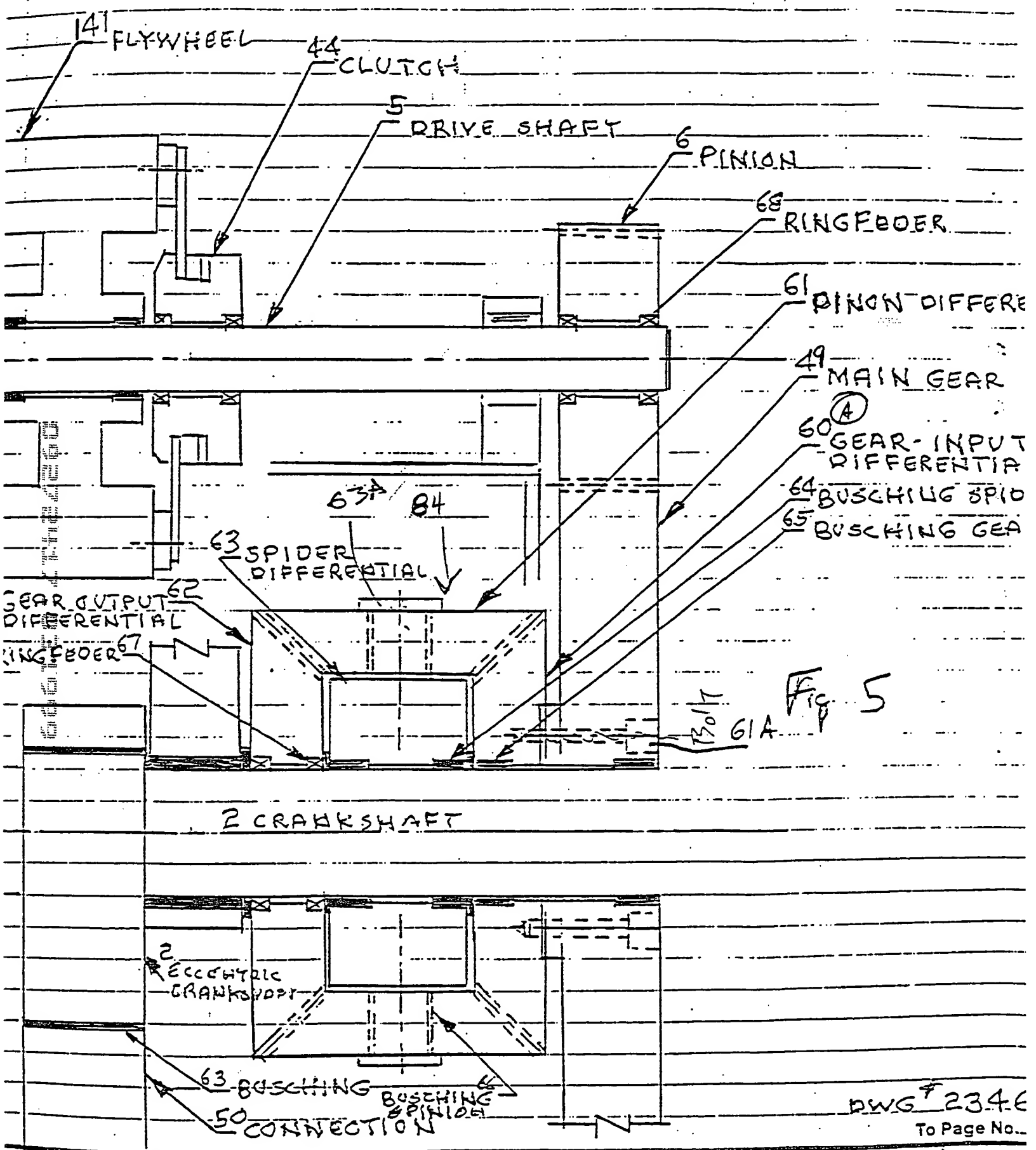


Fig 5

DWG # 234E

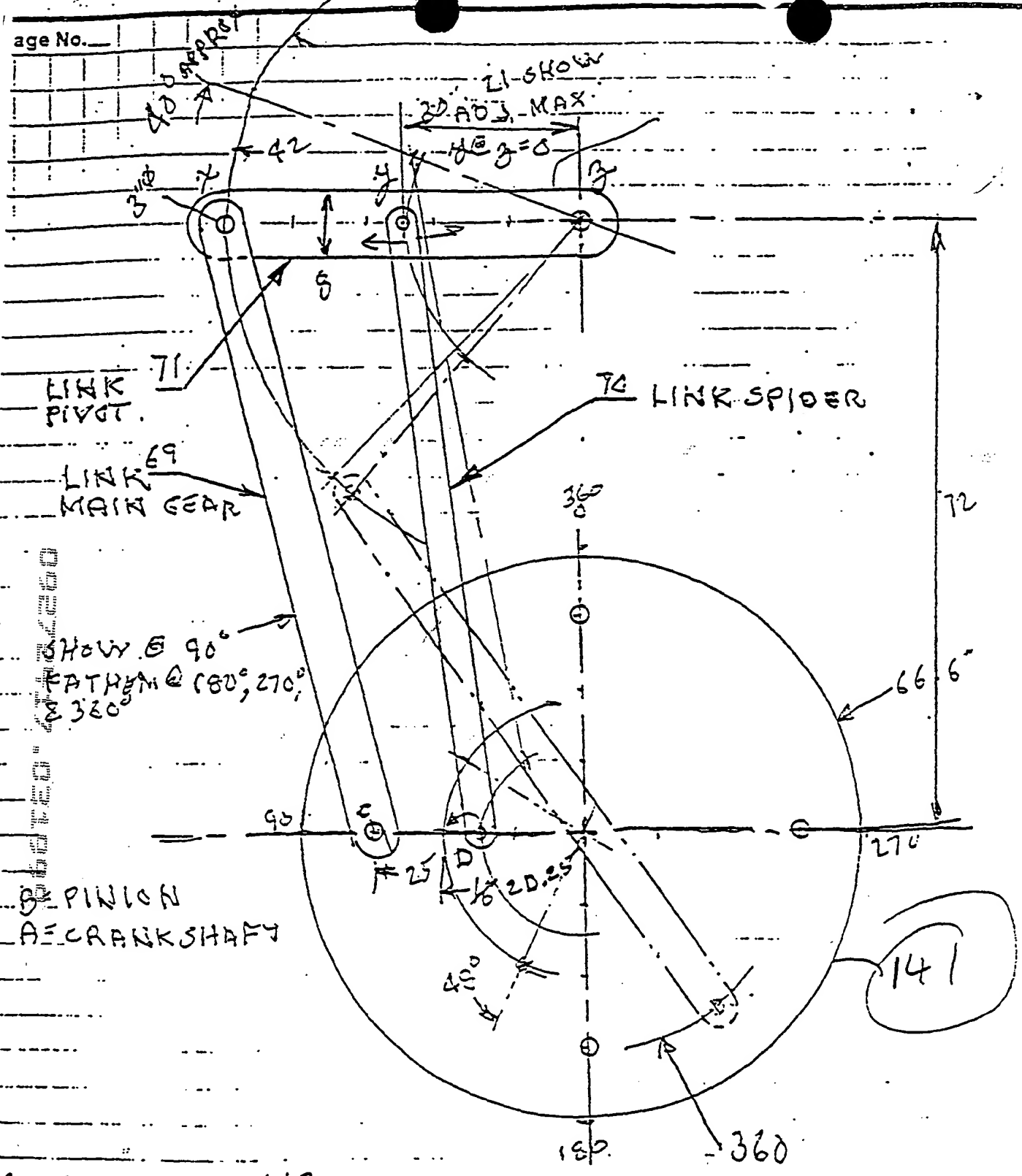
To Page No.

Witnessed & Understood by me,	Date	Invented by	Date
Rick M.	2/1/98	Tom Bernhardt	2-9-98

Project No.

Book No. TITLE

age No.



E PINION
A CRANKSHAFT

LAYOUT PG. 112.
" PG. 113

NORMAL SIX SLIDER CRANK MOTION (16" STROKE)

Fig. 6

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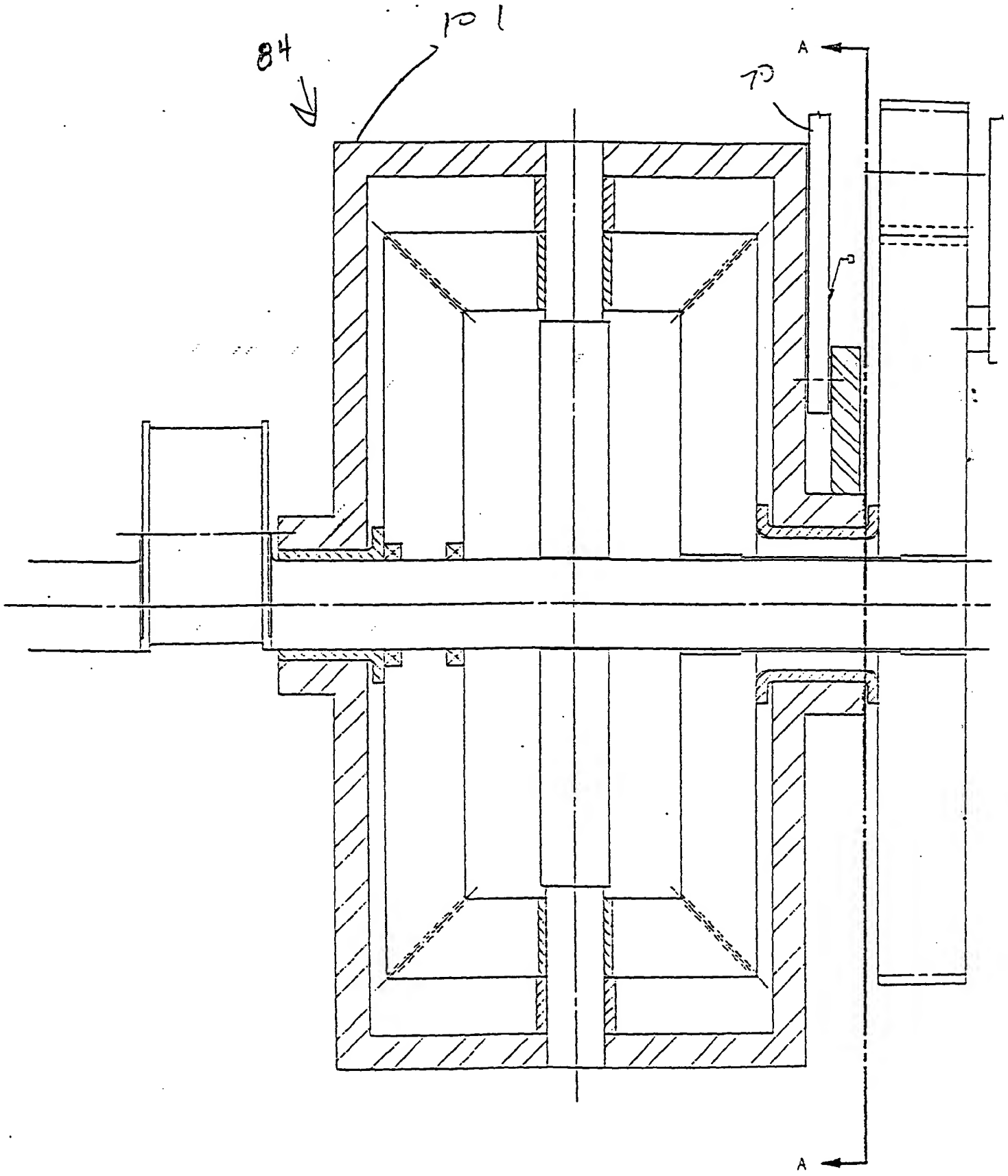


Fig. 7

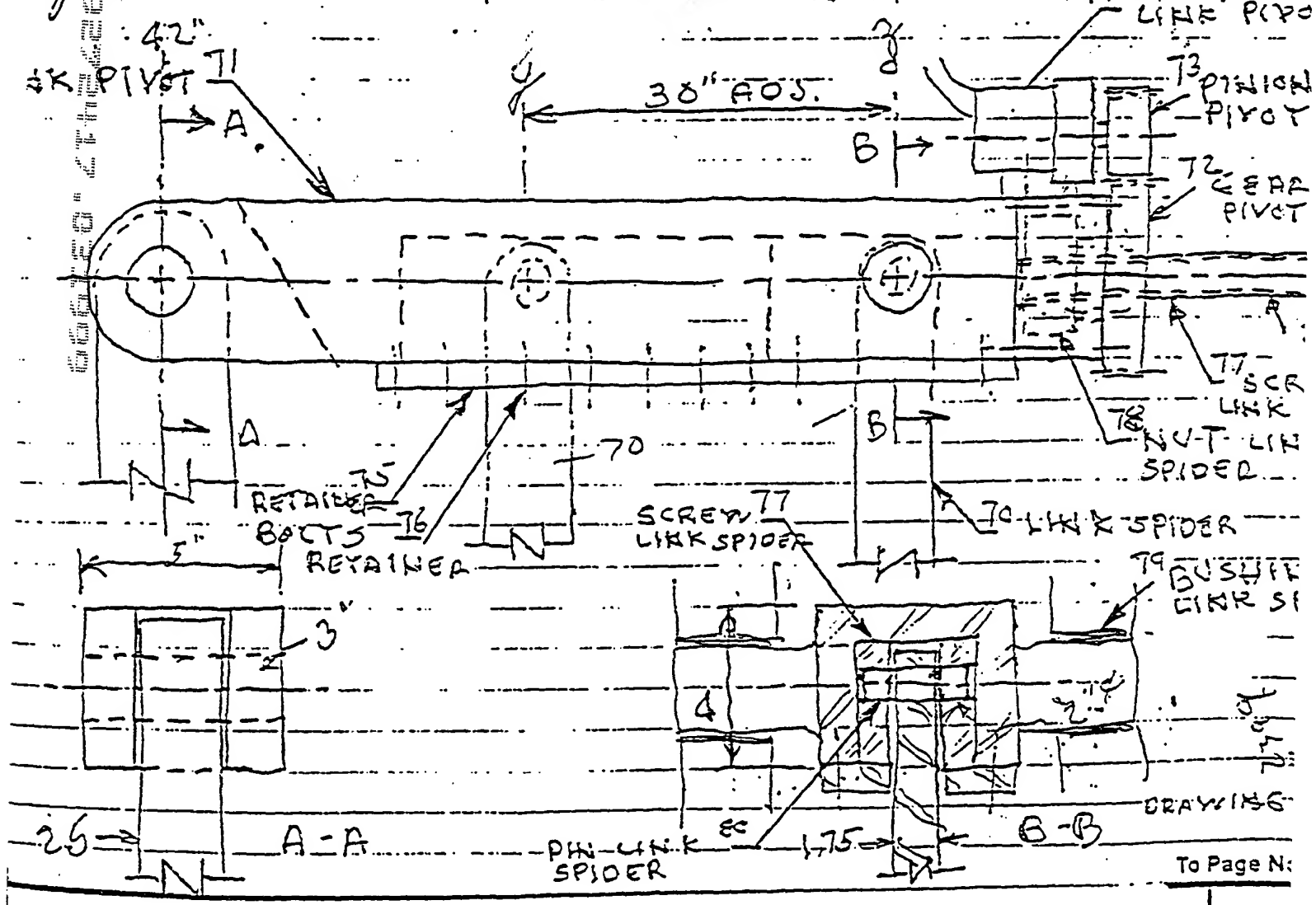
GEAR TEETH =

DP = 6 ; PITCH$_{PINION}$ = $d = \frac{200}{6} = 33.33$"

PRESSURE ANGLE = 20

PITCH$_{GEAR}$ = $D = \frac{400}{6} = 66.6$"

	T_C REV$_C$	TEETH REV$_B$	T_D REV$_D$	T_A REV$_A$
y @ 3	400 1	400 2	D D	400 1
x @ 40"	10°0 90°	60°		
y @ 20	~~400~~ 0.25	35T .1	~~BE~~T .16	75T .18
x @ 40"	T_C			
y @ 20	200T .5	48T .24	51T .13	4T .01
		83 .38	118 .29	79T
x @ 40"	T_C 270			
y @ 20"	300T .75	126T .63	61T .75	187T .70
		209 .67	179T .44	266T
x @ 40"	T_C 360°		.66	
y @ 20"	400T 1	400T .2	200T .9	400T .14 HYD. MOTO



To Page N:

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6 BAYLOR

G(320) 60D
A(72+)(12 60)

95 PLANE GEARING

96 ECCENTRIC SPIDER

2350

91 DRIVE SHAFT PINION DIFFERENTIAL

97 LINK

90 DRIVE-SHAFT OUTPUT GEAR DIFFERENTIAL

6 PINION

5 DRIVE SHAFT

6 TO 1

92 DRIVE SHAFT INPUT GEAR DIFFERENTIAL

49 MAIN GEAR

93 ECCENTRIC SPIDER

94 CLUTCH SLEEVE

CLUTCH

FLYWHEEL

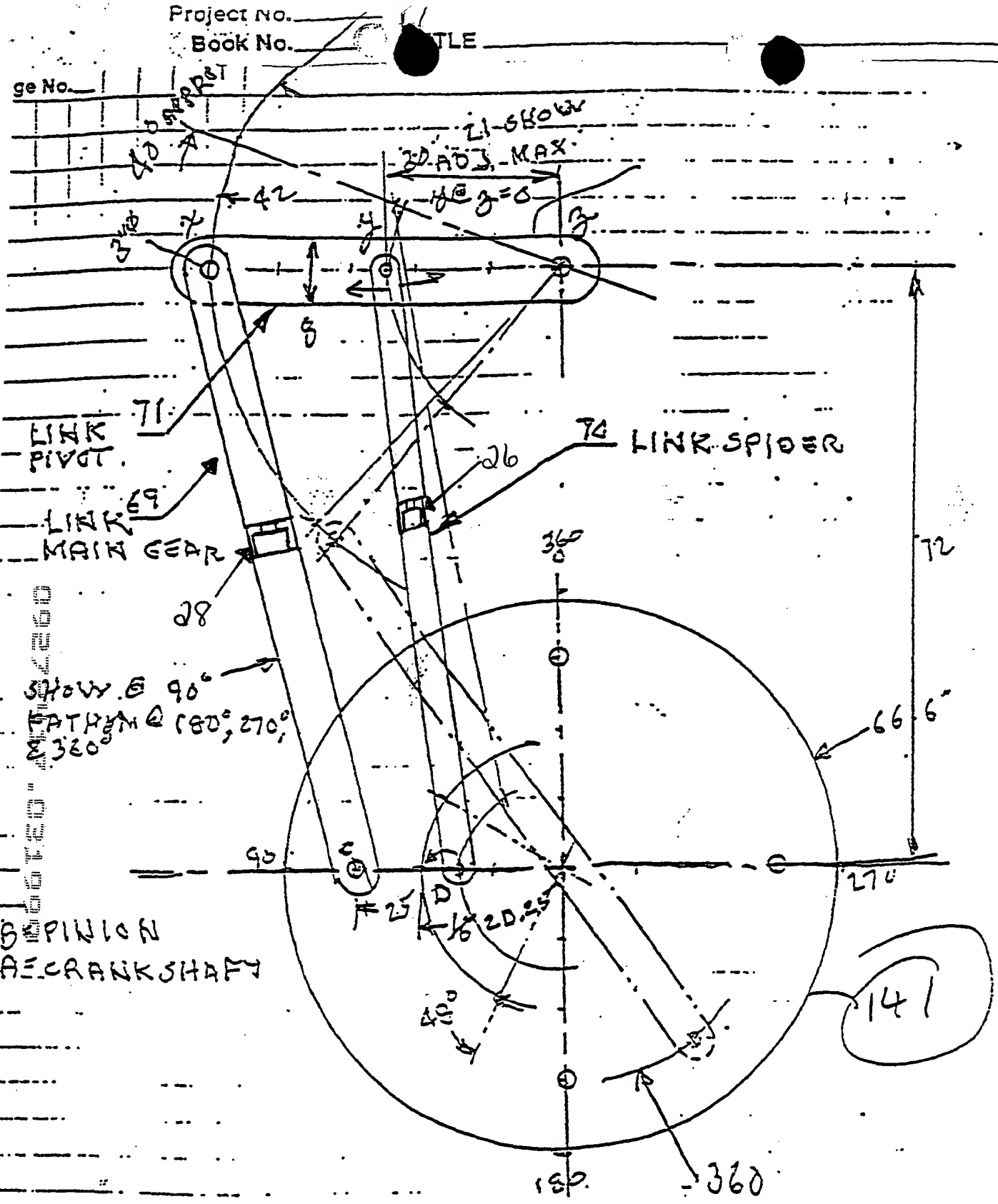
14

2 CRANKSHAFT

DWG 234

To Page No

Fig. 9.



LAYOUT PG. 112.
" PG. 113
NORMAL SIX SLIDER CRANK MOTION (16" STROKE)

Fig. 10